

banishes Corrosion . . .

Buildings, roofed and sided with *imperishable* TRANSITE, never need protective painting . . .

IN THE NEW SHOPS of the St. Louis and San Francisco R. R. at Yale, Tenn., is something different in the construction of railroad buildings. Something better . . . more modern . . . more practical . . . less expensive — *Transite construction.*

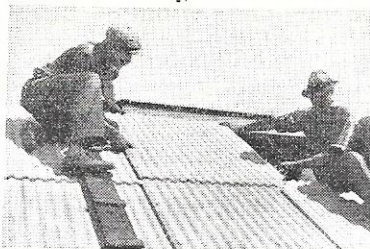
Flooded with daylight, these steel frame buildings are roofed and sided with J-M Corrugated Transite. Transite that is immune to corrosion . . . that never needs painting . . . that requires no replacement or repairs . . . that is completely fire-proof . . . forever free from all maintenance costs.

For Transite is made of asbestos fibres and Portland cement — combined under tremendous pressure into unlaminated sheets of exceptional strength and durability. Even locomotive gases do not corrode it nor does steam alter its condition. Transite, in fact, merely gets stronger and tougher with age.

What the "Frisco Lines" secured when they put up these buildings was more than ordinary housing for their operations. They reduced steel work to a minimum. They secured — at figures that should interest every railroad executive — immunity from deterioration, from fire and corrosion losses; and more important still, the assurance of long years of cost-free service.

TRANSITE is 90% salvagable. When expansion calls for additional shop space Transite can be re-erected without loss

Visualize for a moment the many types of skeleton frame construction your railroad maintains. For the roofs and walls of these buildings — all the way from platform canopies to the larger terminal structures — Transite offers you long life and an end to maintenance costs. For full particulars, write Johns-Manville, 292 Madison Avenue, New York City.



We serve EVERY PHASE OF TRANSPORTATION

For over half a century Johns-Manville has kept pace with railroading progress. Of the more than 100 products that Johns-Manville offers to the transportation industry, many have been developed exclusively for railroad service — and are the result of extensive research work done with and for the railroads.

For Motive Power and Rolling Stock Departments

Locomotive Lagging . . . Passenger Car Insulation . . . Refrigerator Car Insulation . . . Tank Car Insulation . . . Refrigerator Car Flooring . . . Masticoke Flooring . . . Tile Flooring . . . Truss Plate Steel Car Flooring . . . Asphalt Plank . . . Insulation for all Temperatures . . . Refractory Cements . . . Packings . . . Engineers' Insulating Tape . . . Front End Gasketing Tape . . . Electrical Materials . . . Acoustical Treatment.

For Buildings and Structures

Transite Smoke Jacks . . . Built-up Roofing . . . Asbestos and Asphalt Shingles . . . Transite Roofing and Siding . . . Ready-to-Lay Roofing . . . Industrial Flooring . . . Tile Flooring . . . Waterproofing . . . Insulation for all Temperatures . . . Packings . . . Refractory Cements . . . Acoustical Treatment.

For Maintenance of Way

Fireproof Bridge Decking . . . Asphalt Plank . . . Electrical Conduit and Materials . . . Celite-for-Concrete . . . Built-up Roofing . . . Asbestos and Asphalt Shingles . . . Transite Roofing and Siding . . . Ready-to-lay Roofing . . . Waterproofing.



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